

# Tech Memo #1 - Analysis of Vision, Policies, Goals, and Focus Areas

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## WTP – Implementation Phase

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## Purpose of the memo

This memo includes an analysis of the vision, policies, and key findings that will guide WSDOT during development of the WTP – Implementation Phase (hereinafter referred to as “Plan”).

WSDOT researched and analyzed information from transportation plans, studies, laws, rules, and guidance documents. This memo will be updated as new information becomes available.

The memo has the following purposes:

- Document information and sources used.
- Source for transportation planners to use or reference when developing other plans and studies.

## Vision Statement

The “Plan” will use the following Vision Statement that was adopted in the WTP 2035:

***By 2035, Washington’s transportation system safely connects people and communities, fostering commerce, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system.***

## Focus Areas

WSDOT analyzed plans, policies, and the results from the 2015 Voice of Washington State survey and listed common themes or Focus Areas that lack specific implementation strategies.

To arrive at strategies, WSDOT will complete the following steps:

- 1) Ask the Advisory Group to select one or more Focus Area to “emphasize
- 2) Document in a work plan which Focus Areas can be:
  - a. Analyzed in a scenario planning exercise;
  - b. The subject of action strategies;
  - c. Topic of a technical memo; and/or
  - d. Topic of a work session.

- 1        3) Take the revised Focus Areas and work plan back to the Advisory Group for their
- 2        recommendations.
- 3        4) Submit the Final Focus Areas and work plan to the Steering Committee for their
- 4        approval.
- 5        5) Implement work plan.

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ID	Focus Area	Source	Legal Citation*	Location in this Tech Memo	Advisory Group Feedback
A	<b>Criteria to Prioritize Investments</b>	Key Issue From Plans	N/A	Page 11	
B	<b>Change Funding Structure</b>	2015 Voice of Washington State Survey	N/A	Page 33	
C	<b>Enhance Multimodal Choices</b>	WTP 2035 Key Findings	N/A	Page 14	
		State Law (Plan Requirement)	RCW 47.06.040	Page 16	
		Federal Law (Planning Factor)	23 USC Sec 135	Page 7	
D	<b>Enhance Tourism/Economic Vitality</b>	Federal Law (Planning Factor)	23 USC Sec 135	Page 7	
E	<b>Relieve Congestion</b>	State Law (Plan Requirement)	RCW 47.06.040	Page 16	
		Federal Law (National Goals)	23 USC Sec 150	Page 8	
F	<b>Maintain/Preserve Investments</b>	State Law (Plan Requirement)	RCW 47.06.040	Page 16	
		2015 Voice of Washington State Survey	N/A	Page 33	
		Federal Law (Planning Factor)	23 USC Sec 135	Page 7	
G	<b>Accommodate Planned Growth</b>	State Law (Plan Requirement)	RCW 47.04.060	Page 16	

ID	Focus Area	Source	Legal Citation*	Location in this Tech Memo	Advisory Group Feedback
H	<b>Seamless Intermodal System</b>	State Law (Policy Goals)	RCW 47.04.280	Page 16	
I	<b>Improve Traveler Safety</b>	WTP 2035 Key Findings	N/A	Page 14	
		State Law (Policy Goals)	RCW 47.04.280	Page 16	
		Federal Law (Planning Factor)	23 USC Sec 135	Page 7	
		Federal Law (National Goals)	23 USC Sec 150	Page 8	
J	<b>Improve Freight Movement</b>	WTP 2035 Key Findings	N/A	Page 14	
		State Law (Plan Requirement)	RCW 47.06.040	Page 16	
		Federal Law (Planning Factor)	23 USC Sec 135	Page 7	
		Federal Law (National Goals)	23 USC Sec 150	Page 8	
K	<b>Environment (Reduce VMT, Adapt to Climate Change)</b>	State Law (Policy Goal)	RCW 47.04.280	Page 16	
		Federal Law (Planning Factor)	23 USC Sec 135	Page 7	
		Governor's Executive Order 14-04	N/A	Page 9	
		Federal Law (National Goals)	23 USC Sec 150	Page 8	
L	<b>Respond to New Technology</b>	WTP 2035 Key Findings	N/A	Page 14	



# Requirements

WSDOT must follow federal and state requirements for plan process and plan content.

The state requirements are found in Title 47 Revised Code of Washington (RCW), primarily in chapter 47.06. The federal requirements are found in Title 23 U.S. Code, primarily in Section 135 and in Title 23 Code of Federal Regulations (CFR), primarily in Part 450.

WSDOT is required to “self-certify” to the Federal Highway Administration and to the Federal Transit Administration how the federal requirements are met. This self-certification will be made available upon request

See Appendix A for more information.

## Goals

The goals are established in federal and state law. The “Plan” will include an appendix that crosswalks the state law to the federal laws. The federal laws reflect changes from FAST Act.

### [Transportation System Policy Goals \(State Law: RCW 47.04.280\)](#)

(1) It is the intent of the legislature to establish policy goals for the planning, operation, performance of, and investment in, the state's transportation system. The policy goals established under this section are deemed consistent with the benchmark categories adopted by the state's blue ribbon commission on transportation on November 30, 2000.

Public investments in transportation should support achievement of these policy goals:

(a) Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;

(b) Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;

(c) Safety: To provide for and improve the safety and security of transportation customers and the transportation system;

(d) Mobility: To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;

1 (e) Environment: To enhance Washington's quality of life through transportation  
2 investments that promote energy conservation, enhance healthy communities, and  
3 protect the environment; and

4 (f) Stewardship: To continuously improve the quality, effectiveness, and efficiency  
5 of the transportation system.  
6

#### 7 Federal Planning Factors (Federal Law: 23 USC 135)

8 (1) In general.-Each State shall carry out a statewide transportation planning process that  
9 provides for consideration and implementation of projects, strategies, and services that will-

10 (A) support the economic vitality of the United States, the States, nonmetropolitan areas,  
11 and metropolitan areas, especially by enabling global competitiveness, productivity, and  
12 efficiency;

13 (B) increase the safety of the transportation system for motorized and nonmotorized  
14 users;

15 (C) increase the security of the transportation system for motorized and nonmotorized  
16 users;

17 (D) increase the accessibility and mobility of people and freight;

18 (E) protect and enhance the environment, promote energy conservation, improve the  
19 quality of life, and promote consistency between transportation improvements and State  
20 and local planned growth and economic development patterns;

21 (F) enhance the integration and connectivity of the transportation system, across and  
22 between modes throughout the State, for people and freight;

23 (G) promote efficient system management and operation;

24 (H) emphasize the preservation of the existing transportation system;

25 (I) improve the resiliency and reliability of the transportation system and reduce or  
26 mitigate stormwater impacts of surface transportation; and

27 (J) enhance travel and tourism.  
28

#### 29 National Goals (Federal Law: 23 USC Sec 150)

30 (b) National Goals.-It is in the interest of the United States to focus the Federal-aid  
31 highway program on the following national goals:

32 (1) Safety.-To achieve a significant reduction in traffic fatalities and serious  
33 injuries on all public roads.

- (2) Infrastructure condition.-To maintain the highway infrastructure asset system in a state of good repair.
- (3) Congestion reduction.-To achieve a significant reduction in congestion on the National Highway System.
- (4) System reliability.-To improve the efficiency of the surface transportation system.
- (5) Freight movement and economic vitality.-To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) Environmental sustainability.-To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (7) Reduced project delivery delays.-To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

## **Governor's Executive Orders**

As a state agency, WSDOT is required to comply with all of the [Governor's Executive Orders](#). The following orders have specific requirements that WSDOT will follow:

### **14-04 WASHINGTON CARBON POLLUTION REDUCTION AND CLEAN ENERGY ACTION:**

This order requires WSDOT to include strategies that increase efficiencies; reduce costs; and reduce greenhouse gas emissions. The development of these strategies will be detailed in Tech Memo #4, scheduled for completion in February 2017.

**13-04 RESULTS WASHINGTON:** This order requires state agencies to adopt a LEAN culture and to increase Citizen Engagement; increase Employee Engagement; engage in Cross-Agency Collaboration; regularly report to the Governor; align with the five goal areas in Results Washington; and increase Accountability. The "Plan" will implement these provisions of this order:

- Citizen Engagement:

- WSDOT's [Community Engagement Plan](#) provides a framework for community engagement efforts. It focuses on outcomes and useable guidance rather than a process and includes best practices. Outreach strategies will be developed in the spring of 2016. The strategies will be consistent with the agency's Community Engagement Plan and will determine: **Who** WSDOT will reach out to; **When** WSDOT will conduct outreach; **Where** the outreach will occur; and **How** WSDOT will conduct outreach. Strategies may be modified during the plan development depending on the feedback received during development. Documentation of outreach efforts will be found in the Outreach Journal will become an appendix to the final plan.
- Employee Engagement: The Project Team will invite and rely on the participation from WSDOT's entire agency, particularly:
  - Senior Leadership will be relied on to provide guidance, provide one staff person to be on the Steering Committee, distribute drafts, provide feedback, and to recommend adoption to the WSDOT Secretary.
  - Planners from regions, modes, and offices will be relied on to provide key findings from their plans and studies and to conduct outreach.
  - Cartographers and analysts from Transportation Data and GIS will be relied on to provide transportation and collision data, mapping products, and data analysis.
  - Engineers from Local Programs will be relied on to jointly develop the statewide planning processes required by federal law to apply to both the WTP –"Plan" and the Statewide Transportation Improvement Program (STIP).
  - Programmers from the Capital Program Development and Management will be relied on to provide information on the state highway system and to provide feedback on the level of detail they need to guide the programming (timing and cost) of improvements.
  - Biologists and planners from the Environmental Services will be relied on to provide planning-level environmental information and to provide feedback on the level of detail they need to guide the scoping of improvements.
  - Engineers from regions and HQ will be relied on to provide feedback on the level of detail they need to guide the design and construction of improvements.
- Cross-Agency Collaboration

- The Steering Committee from the WTP 2035 will stay on for the “Plan”. This committee has one representative from the Washington State Transportation Commission, a Regional Transportation Planning Organization, and WSDOT.
- WSDOT assisted the Transportation Commission in the development of the WTP 2035. And commission staff is assisting WSDOT with a smooth transition to the “Plan”. To date, the two agencies have collaborated on July 2015 Voice of Washington State Survey (VOWS). See the Resources section of this technical memo for more information.
- WSDOT meets once a month with staff from the Federal Highway Administration and Federal Transit Administration to discuss best practices for statewide planning
- WSDOT invited the Advisory Group from Phase 1 to continue on in the “Plan”. This group includes representatives from other state agencies. Once the group is finalized, the Advisory Group participants will be posted on the Implementation [Phase website.](#)

## **WSDOT Secretary’s Executive Orders**

WSDOT follows all of the secretary’s orders however the following pertain particularly to the development of the long-range statewide transportation plan.

*E 1025.01 Tribal Consultation.* This order directs WSDOT to consult with tribal governments before a decision is made or any action is taken. WSDOT describes how this order is followed in the *Tribal Communication and Consultation Protocols for Statewide Policy Issues* and the draft *Process for Consulting with Non-Metropolitan Local Officials, Tribes, and Federal Land Management Agencies*. Details of this process will be in the Outreach Plan due for completion in spring of 2016 and documented in the Outreach Journal which will be completed after plan adoption.

*E 1090.00: Moving Washington Forward: Practical Solutions.* This order directs WSDOT employees to implement least cost planning and practical design principles throughout all phases of project delivery. WSDOT will implement least cost planning principles during development of transportation performance expectations by engaging stakeholders in evaluating the social, environmental, and economic costs and benefits of their expectations.

1 These expectations are high level and not for specific projects. Details of this process will be in  
2 Tech Memo #5 scheduled for completion in February 2017.

### 3 **Plan Requirements**

4 The “Plan” will meet the requirements for these two plans:

- 5 • Federally required [Long-range Statewide Transportation Plan](#).
- 6 • State required [Statewide Multimodal Transportation Plan](#).

### 7 **Federal Guidance**

8 WSDOT follows guidance from the Federal Highway Administration (FHWA) and the Federal  
9 Transit Administration (FTA)

10  
11 FHWA offers guidance for complying with:

- 12 • [Americans with Disabilities Act](#)
- 13 • [Title VI of the Civil Rights Act of 1964](#)
- 14 • [Presidential Executive Order 13166 Improving Access to Services for Persons With](#)  
15 [Limited English Proficiency](#)
- 16 • [Environmental Justice Department of Transportation Order 5610.2\(a\)](#)

17 FTA offers guidance for complying with:

- 18 • [FTA Circular C 4702.1 B Title VI Requirements and Guidelines for Federal Transit](#)  
19 [Administration Recipients](#)
- 20 • [FTA Circular C 4703.1 Environmental Justice Policy Guidance for Federal Transit](#)  
21 [Administration Recipients](#)

22 WSDOT documents compliance with this guidance in the statewide planning “self-certification”  
23 submitted to the Federal Highway Administration and to the Federal Transit Administration. This  
24 self-certification will be made available upon request.

### 25 **Transportation Plans Reviewed**

This section summarizes transportation plans reviewed. Transportation plans are developed by federal, state, tribal, and local governments. Plan requirements are determined by funding source. This section is organized by type of plan.

## Key Issues from Plans

- 1) Define system performance
- 2) Right-size infrastructure to meet needs of performance and communities
- 3) Increase system reliability
- 4) Improve connections to other modes.

## State Umbrella Plans

These are broad policy-level plans that provide guidance and recommendations to decision-makers. These plans do not normally contain specific projects.

## Long-range Statewide Transportation Plan

- Current plan: [2007-2026 Washington Transportation Plan](#)
- Summary of Key Findings:
  - The following investment guidelines should be adopted by the legislature: Preservation; Safety; Economic Vitality; Mobility; and Environmental Quality and Health.
  - Mobility of goods and people is fundamental to a functional society Investments must shift from moving vehicles to moving people and goods.
  - Priorities must be established because the need exceeds the available funding.
  - There are limits to how much revenue can be raised through the gas tax. Innovative Solutions can lower costs, target revenue generation, and impact strategic planning for the future.
- Scheduled Update: WTP “Plan” to be adopted in December 2017
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation
- Plan Purposes:
  - Describe the current condition and the future (minimum 20 years) needs of the following:

- 1           ▪ National Highway System
- 2           [http://www.fhwa.dot.gov/planning/national\\_highway\\_system/nhs\\_maps/w](http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/washington/index.cfm)
- 3           [ashington/index.cfm](http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/washington/index.cfm)
- 4           • Highway routes and connections to transportation facilities which
- 5           includes
- 6
  - 7           ○ Interstates
  - 8           ○ US Highways
  - 9           ○ State Routes
  - 10           ○ Urban Principal Arterials (city streets)
  - 11           ○ Rural Principle Arterials (county roads)
  - 12           ○ Major intermodal facilities
  - 13           ○ Strategic highway network that is of importance to the
  - 14           United States strategic defense policy
- 15          ▪ Accessible pedestrian walkways and bicycle pedestrian facilities used as
- 16          forms of transportation – not purely recreational (See the Washington
- 17          State Recreation and Conservation Office for information on recreational
- 18          trails at <http://www.rco.wa.gov/>)
- 19          ▪ Connections between the NHS and public transportation, non-motorized
- 20          modes, rail, commercial vehicle, waterway, and aviation facilities –
- 21          particularly with respect to intercity travel.
- 22          ▪ Federal Lands Transportation
- 23           • Particular access roads to and within federal land management
- 24           agencies which include US Forest Service, Bureau of Land
- 25           Management, US Fish and Wildlife, National Park Service, and
- 26           Army Corps of Engineers. See FHWA Western Federal Lands
- 27           Highway for more information at: <http://flh.fhwa.dot.gov/>
- 28          ▪ Tribal Transportation
- 29           • Particular access roads to and within Indian reservations. See
- 30           FHWA Tribal Transportation for more information:
- 31           <http://www.fhwa.dot.gov/tribal/index.htm>
- 32          • Major Requirements:
- 33
  - 34           ○ [US 23 §135. Statewide and nonmetropolitan transportation planning](#)
  - [23 CFR Part 450. Planning Assistance and Standards](#)
  - [23 CFR Part 500. Management and Monitoring Systems](#)



- [49 CFR Part 613. Planning Assistance and Standards](#)
- Funding:
  - WSDOT develops this plan with federal and state funds at approximately a 30/70 match. This means WSDOT pays for plan development with state funds (primarily from state gas tax) and then is reimbursed by FHWA and FTA for 30% of the total.
  - WSDOT is eligible to be reimbursed by FHWA and FTA under the following conditions:
    - WSDOT has a [work plan](#) approved by FHWA and FTA
    - WSDOT submits “self-certification” to FHWA and FTA that the plan was developed in accordance with federal laws, FHWA rules, and FTA rules in effect at the time of plan adoption. If FHWA and FTA agree with this self-certification, then the agencies can approve the [Statewide Transportation Improvement Program \(STIP\)](#).

## Strategic Highway Safety Plan

- Current Plan: [Washington State Strategic Highway Safety Plan 2013 \(Target Zero\)](#)
- Summary of Key Findings:
  - Achieving zero deaths and serious injuries by 2030 is ambitious, but doable and we are making significant progress towards this target
  - Target Zero can only be accomplished through partnerships located outside the state’s boundaries to leverage innovations, research, and commitment to our state’s efforts
- Scheduled Update: Not scheduled
- Lead Agency: The Washington State Traffic Safety Commission develops and adopts this plan
- Plan Purposes: This plan contains specific goals, objectives, and strategies for reducing traffic fatalities and disabling injuries. Washington’ plan is titled “Target Zero” because the state aims to end traffic deaths and serious injuries by 2030
- Target Zero has strategies for
  - **Education** by the Traffic Safety Commission and law enforcement officers to give drivers the information to make good choices, such as not driving while impaired, wearing a seatbelt, and avoiding distractions while in their vehicles.

- **Engineering** by WSDOT, cities, and counties to design roads and roadsides using practical, near term solutions to reduce collisions, or severity of collisions if they do occur
- **Enforcement** by law enforcement officers to use data-driven analysis to help law-enforcement officers pinpoint locations with a high number of fatal and serious-injury collisions related to driver behaviors, such as speeding and impairment
- **Emergency Medical Services** through high-quality and rapid medical and emergency response to injury collisions
- Requirements:
  - 23 USC Section 148 - Each state is required to develop this plan as per as a condition to receiving federal surface transportation funds.
  - This plan does not offer safety strategies for non-surface transportation modes such as Aviation, Freight Rail, Passenger Rail, and Marine and River Navigation.
- Funding:
  - The Commission receives federal funding (FHWA) and state funding to develop the plan.
- Connection to WTP “Plan”
  - This plan must be consistent with the long-range statewide transportation plan as per 23 USC Sec 135. WSDOT ensures consistency by serving on the traffic safety commission (the Secretary is a Commissioner) and by coordination collision data with the commission.

## Statewide Transportation Policy Plan

- Current Plan: [WTP 2035](#)
- Summary of Key Findings:
  - Preservation and Maintenance. Regular preventive maintenance and long-term preservation of key infrastructure components produces economic benefits and is more cost-effective than deferred maintenance which must then be remedied with expensive reconstruction. *A sustainable funding source, established at the state level and directed to state and local preservation, would support a more strategic approach to asset management.*

- Safety. The death toll on Washington's streets, roads, and highways remains unacceptably high. *Further focus is needed to improve safety on tribal and rural two-lane roads, and to reverse the growth in pedestrian and bicyclist fatalities and injuries.*
- Freight Mobility. The increase in truck and rail freight traffic raises concerns about future system reliability and safety. *Guidance from both the Washington Rail Plan and Freight Mobility Plan can help to develop strategic freight rail partnerships that support essential rail service and determine which freight rail investments should receive public financial support.*
- Public Transportation. There is support for further investment in public transportation, including improved access to transit, to accommodate growing demand. *Enhanced local transportation revenue options should be supported for those jurisdictions with demonstrated need for additional funding capacity to ensure the growing demand for public transportation can be met.*
- Public Health. Strategies that support increased bicycling and walking, as well as greater use of public transportation, are shown to increase physical activity levels, contribute to overall improved personal health, and reduce personal and public spending on health care. *State and local agencies should better coordinate policies on transportation and public health, generating significant long-term health benefits and economic savings to individuals and the state as a whole.*
- Accountability and Transparency. State and local agencies, business and industry groups, and many others all seek improved efficiency and greater accountability for expenditure of transportation funds. *State and local transportation agencies should adopt broad performance management practices to improve accountability for expenditure of both federal and state transportation funds.*
- Scheduled Update: Adopted before December 2018
- Lead Agency: Washington State Transportation Commission (WSTC) develops and adopts this plan
- Plan Purposes:
  - Provides policy guidance and recommendations across all transportation modes and regions in the state
- Requirements:

- [RCW 47.01.071 \(4\) Commission – Functions, Powers, and Duties](#)
- [RCW 47.04.280 Transportation system policy goals](#)
- [RCW 47.01.250 Consultation with designated state officials](#)
- Funding:
  - The WSTC, with assistance from WSDOT both use state funding (primarily from state gas tax) to develop this plan
- Connection to WTP 2035 “Plan”
  - State law, RCW 47.06.020 requires WSDOT to assist the Transportation Commission with the Statewide Transportation Policy Plan. WSDOT provides staff for the plan project team, provides data and information, reviews and provides comments on the drafts, and provides website support.

## **Statewide Multimodal Transportation Plan**

- Current plan: [2007-2026 Washington Transportation Plan](#)
- Summary of Key Findings:
  - The following investment guidelines should be adopted by the legislature: Preservation; Safety; Economic Vitality; Mobility; and Environmental Quality and Health.
  - Mobility of goods and people is fundamental to a functional society Investments must shift from moving vehicles to moving people and goods.
  - Priorities must be established because the need exceeds the available funding.
  - There are limits to how much revenue can be raised through the gas tax. Innovative Solutions can lower costs, target revenue generation, and impact strategic planning for the future.
- Scheduled Update: WTP – “Plan” to be adopted in December 2017
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation
- Plan Purposes:
  - Ensure continued mobility of people and goods within regions and across the state in a safe, cost-effective manner.
  - The plan must include:

- A state-owned facilities component to guide investments in state highways including bicycle and pedestrian facilities, and state ferries
- A state-interest component to define the state's interest in aviation, marine ports and navigation, freight rail, intercity passenger rail, bicycle transportation and pedestrian walkways, and public transportation.
- WSDOT often combines this plan with the long-range statewide transportation plan
- Requirements:
  - [RCW 47.06.040 Statewide multimodal transportation plan](#)
  - [RCW 47.04.280 Transportation system policy goals](#)
  - [RCW 47.01.250 Consultation with designated state officials](#)
- Funding:
  - WSDOT uses state funding (primarily from the state gas tax) to develop this plan
- Connection to WTP "Plan"
  - WSDOT often combines this plan with the long-range statewide transportation plan

## **Federal Umbrella Plans**

### **Federal Lands Collaborative Long Range Transportation Plan**

- Current plan: Scheduled to be adopted no later than December 2016
- Summary of Key Findings: TBD
- Scheduled Update: Not scheduled
- Lead Agency: Western Federal Lands Highway Division (FHWA)
- Plan Purposes:
  - Create a template for a policy-level plan for how federal land management agencies (FLMAs) in Washington and Oregon will plan and manage their transportation systems over the next 20 years. These FLMAs include: US Forest Service, Bureau of Land Management, US Fish and Wildlife Service, National Park Service, and US Army Corps of Engineers.

- FLMAs work with other federal agencies, tribes, WSDOT, Oregon Department of Transportation, and local governments to identify opportunities, benefits, strategies, and guidance for long range transportation planning. Through interagency coordination, the plan will establish common goals and objectives for maintaining and improving the transportation system (including roads, bridges, trails, and transit) that provide public access to and within Federal Lands.
- CLRTPs consist of two components:
  - A multi-agency “umbrella plan,” which focuses on issues common to all agencies in the region; and
  - Agency-specific “drop-down plans,” which provide agency-specific details for participating FLMAs.
- Requirements:
  - [23 USC §201 Federal lands and tribal transportation programs](#)
- Funding:
  - Federal funds (FHWA) were used to develop this plan.
- Connection to “Plan”
  - Federal law requires this planning process to be consistent with the statewide planning process and the metropolitan planning process. WSDOT provides staff to serve on the CLRTP’s core team to offer advice on how this process can be consistent.

## Modal Plans

WSDOT develops modal plans that are consistent with and include strategies to implement the state umbrella plans. There are two types of modal plans. State-owned modal plans are for modes that WSDOT owns or manages. State-interest modal plans are for modes that connect with state-owned modes. WSDOT updates modal plans periodically and timing of the update is often determined by eligibility of federal project funds. For example, WSDOT was able to compete and ultimately secure nearly \$800 million in federal funds for passenger rail improvements because the State Rail Plan was updated meeting Federal Rail Administration requirements.

## 1 State-owned Modal Plans

### 2 *Highway System Plan*

- 3 • Current plan: [2007-2026 Highway System Plan](#)
- 4 • Summary of Key Findings
  - 5 ○ Safety: The number of fatalities is still unacceptable and we continue to look
  - 6 for ways to achieve further reductions. Speeding and impaired driving cause
  - 7 60% of all traffic fatalities. Statewide prevention measures can include low
  - 8 cost fixes such as centerline rumble strips.
  - 9 ○ Mobility: The growth in travel demand has caused many urban and suburban
  - 10 highways to operate less efficiently. Mobility needs are separated into three
  - 11 investment tiers that build upon previous work to maximize every dollar
  - 12 invested.
  - 13 ○ Economic Vitality: Investments to the freight transportation network generate
  - 14 overall economic prosperity and wealth for Washington's citizens.
  - 15 ○ Health and the Environment:
- 16 • Scheduled update: Adopted before December 2016
- 17 • Lead Agency: WSDOT develops this plan for adoption by the Washington State
- 18 Secretary of Transportation
- 19 • Plan Purposes:
  - 20 ○ Include the program and financing needs and recommendations for the state
  - 21 highway system, which includes, Interstates, US Highways, and State Routes
  - 22 ○ Include the following required elements:
    - 23 ▪ System preservation
    - 24 ▪ Highway maintenance
    - 25 ▪ Capacity and operational improvement
    - 26 ▪ Scenic and recreational highways -
    - 27 ▪ Path and trails - identify the needs of non-motorized transportation
    - 28 modes
- 29 • Requirements:
  - 30 ○ RCW 47.06.040 - Component of statewide multimodal transportation plan
  - 31 ○ RCW 47.06.050(a) - State-owned component of the statewide multimodal
  - 32 transportation plan

- 1       • Funding:
  - 2           ○ WSDOT uses state funding (primarily from the state gas tax) to develop this
  - 3           plan
- 4       • Connection to the “Plan”
  - 5           ○ The state highway system is a required element of the federal long-range
  - 6           statewide transportation plan

## 8   ***Ferry System Plan***

- 9       • Current Plan: [Ferries Division Final Long-Range Plan June 30, 2009](#)
- 10      • Summary of Key Findings
  - 11          ○ WSDOT must adopt operational and pricing strategies to maximize the use of
  - 12          its existing assets and provide the most cost effective service, while
  - 13          responding and adapting to the changing characteristics of its customer base.
  - 14          ○ Ridership is expected to grow by 37% for the years 2006-2030
  - 15          ○ Lack of vehicle capacity during peak periods is the greatest constraint
  - 16          ○ Excess vehicle capacity during non-commute and off-season is also a
  - 17          challenge
  - 18          ○ Adopting operational and pricing strategies will allow WSF to provide the best
  - 19          service at the lowest possible cost, minimize fare increases, and fill under-
  - 20          used non-peak capacity.
- 21      • Scheduled Update: Adopted before December 2016
- 22      • Lead Agency: WSDOT develops this plan for adoption by the Washington State
- 23      Secretary of Transportation
- 24      • Plan Purposes:
  - 25          ○ Present vision for future of the system
  - 26          ○ Maintain current level of service
  - 27          ○ Presents a service and capital investment strategies
  - 28          ○ Outlines service changes, vessel purchases, and terminal improvements to
  - 29          meet the demand for ferry travel on WSDOT’s ferries on Puget Sound.
- 30      • Requirements:
  - 31          ○ RCW 47.06.040 - Component of statewide multimodal transportation plan



- RCW 47.06.050(b) State-owned component of the statewide multimodal transportation plan
- RCW 47.60.375 Capital Plan
- Funding:
  - WSDOT uses state funding to develop this plan
- Connection to the “Plan”
  - Ferry service is considered a form of public transportation and is a required element of the federal long-range statewide transportation plan

## **State-Interest Modal Plans**

### ***Aviation System Plan***

- Current Plan: [July 1, 2009 Washington Aviation System Plan](#)
- Summary of Key Findings
- The significant challenges that face the state’s aviation system in the next 25 years include:
  - Population in Washington has doubled in the last 30 years and will increase by an additional 2.5 million or 40 percent by 2030.
  - Limited funding
  - Concentration of aviation activity in key regions of the state
  - Local land use conflicts
  - Uncertain economic conditions
- Scheduled Update: Adopted before December 2016
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation
- Plan Purposes:
  - Addresses existing statewide aviation capacity and implementation strategies for future air transportation needs for all general aviation and commercial airports
  - Includes the WSDOT owned and managed airports
- Requirements:
  - RCW 47.06.040 - Statewide multimodal transportation plan

- RCW 47.06.060 - State-interest component of the statewide multimodal transportation plan
- 49 USC Sec 47101
- Funding:
  - WSDOT uses state and federal (FAA) funding to develop this plan. The Federal Aviation Administration oversee Aviation and makes available FAA funds for developing this plan as per federal law 49 USC Sec 47101 and FAA guidance
- Connection to the “Plan”
  - Aviation is not surface transportation and is not a required element of the federal long-range statewide transportation plan. However, this plan provides information on surface transportation connections to airports and statewide policy issues to the long-range statewide transportation plan

#### **State Rail Plan**

- Current Plan: [Washington State Rail Plan 2013-2035](#)
- Summary of Key Findings
  - Funding and implementation of this plan relies on a mix of private and public actions, including public-private partnerships
  - System needs far exceed public funds available and the plan focuses on actions that can be completed within existing resources
- Schedule Update: Not scheduled
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation
- Plan Purposes:
- Requirements:
  - RCW 47.06.080 – Freight Rail Plan
  - RCW 47.06.090 - Intercity Passenger Rail Plan (Amtrak Cascades)
  - RCW 47.06.040 - Statewide Multimodal Transportation Plan
  - RCW 47.79.040 - Rail Passenger Plan
  - RCW 47.76.220 - State Rail Plan
  - 49 CFR 266.15 - State Rail Plan
- Funding

- WSDOT uses state and federal (FRA) funding to develop this plan
- Connection to the “Plan”
  - This plan identifies and evaluates capacity issues, access, and abandoned lines on the state’s rail system
  - Rail is not surface transportation, does not receive funds from FHWA or FTA, and is not a required element of the long-range statewide transportation plan
  - Washington State requires WSDOT to develop this plan as a state-interest component of the statewide multimodal transportation plan as per Title 47 RCW. This plan combines these state requirements for a rail plan:
    - RCW 47.06.080 (Freight Rail Plan)
    - RCW 47.06.090 (Intercity Passenger Rail Plan)
    - RCW 47.79.040 (Rail Passenger Plan)
    - RCW 47.76.220 (State Rail Plan)
  - The Federal Rail Administration (FRA) oversees Rail and administers FRA funds for developing this plan as per federal rule 49 CFR 266.15
  - Provides information on connections to rail and statewide policy issues to the long-range statewide transportation plan

### ***Public Transportation System Plan***

- Current Plan: [Draft Washington State Public Transportation Plan](#)
- Summary of Key Findings
  - TBD
- Schedule Update: Adopted in spring 2016
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation
- Plan Purposes:
  - Recommend goals, criteria, and strategies for coordinating a statewide public transportation network
- Requirements:
  - RCW 47.06.110 – Public Transportation Plan (State-interest component of the statewide multimodal transportation plan)
  - RCW 47.06.040 - Statewide Multimodal Transportation Plan
- Funding:

- WSDOT uses state funding to develop this plan
- Connection to the “Plan”
  - Provides information on connections to public transportation and statewide policy issues to the long-range statewide transportation plan

## ***Bicycle and Pedestrian Walkways Plan***

- Current Plan: [State Bicycle Facilities and Pedestrian Walkways Plan \(2008\)](#)
- Summary of Key Findings
  - The popularity of bicycling and walking is increasing
  - There are more than \$1.6 billion in unfunded improvement needs
  - People support investments in facilities that make bicycling and walking easier and safer. This plan takes a major step towards accomplishing that goal by establishing policies, guidelines and strategies that support bicycling and walking as an integrated part of the transportation network.
- Schedule Update: Not scheduled
- Lead Agency: WSDOT develops this plan for adoption by the Washington State Secretary of Transportation
- Plan Purposes:
  - This plan proposes statewide strategies for improving connections, increasing coordination, and reducing traffic congestion.
  - Assess the statewide bicycle and pedestrian transportation needs
- Requirements:
  - RCW 47.06.040 Statewide Multimodal Transportation Plan
  - RCW 47.06.100 Bicycle Transportation and Pedestrian Walkways Plan (State-interest component of the statewide multimodal transportation plan)
- Funding
  - WSDOT uses state funds to develop this plan
- Connection to the “Plan”
  - Bicycle and pedestrian walkways (other than recreational trails) are considered surface transportation and are a required element of the long-range statewide transportation plan as per 23 USC Sec 135.

## 1 **State Freight Mobility Plan**

- 2 • Current Plan: [2014 Washington State Freight Mobility Plan](#)
- 3 • Summary of Key Findings
  - 4 ○ Washington is one of the most trade-dependent states in the nation
  - 5 ○ Washington has a strong freight system
  - 6 ○ Preserving Washington's multimodal freight system is our greatest need
  - 7 ○ The top trends that shape future freight demand are population growth, US
  - 8 energy production, port completion, and automate vehicles
  - 9 ○ If we want more jobs, more regional domestic product, and a larger tax base
  - 10 in the future we must make needed policy changes at the federal and state
  - 11 levels and invest in freight mobility improvements
  - 12 ○ Together we can meet the challenge
- 13 • Schedule Update: Not scheduled
- 14 • Lead Agency: WSDOT develops this plan for adoption by the Washington State
- 15 Secretary of Transportation
- 16 • Plan Purposes:
  - 17 ○ Analyzes existing and future freight needs to improve the performance of the
  - 18 state's freight systems, which include cargo hauled in trucks, ships, barges,
  - 19 rail, and aircraft.
  - 20 ○ Analyzes how trucks use the National Highway System and connect at
  - 21 intermodal facilities.
- 22 • Requirements:
  - 23 ○ RCW 47.06.040 Statewide multimodal transportation plan
  - 24 ○ RCW 47.06.045 Freight Mobility Plan
- 25 • Funding:
  - 26 ○ WSDOT uses state funds (primarily gas tax) and FHWA provides funds
- 27 • Connection to the "Plan"
  - 28 ○ The State Freight Plan can be a separate plan that is consistent with or be
  - 29 incorporated into long-range statewide transportation plan. WSDOT chose to
  - 30 create a separate plan.
  - 31 ○ Address the following key issues from the Freight Mobility Plan
  - 32 i. TBD:

# 1 Tribal, Regional, and Local Plans

## 2 Tribal Transportation Plans

3 There are 29 federally-recognized Tribes located in Washington. Tribes may, but are not  
4 required, to develop transportation plans following FHWA guidance. During WTP 2035,  
5 WSDOT requested each tribe to provide their estimated 20-year transportation needs. This  
6 section summarizes this information.

- 7 • Summary of Key Findings

- 8 ○ The transportation needs exceed the current and expected funding
- 9 ○ There is a need for increased coordination between Tribes, MPOs, and RTPOs
- 10 ○ There is a concern about tolling on reservations and on usual and accustomed
- 11 areas
- 12 ○ There is a concern about transportation and treaty obligations – such as fisheries
- 13 and access to cultural sites

- 14 • Plans Purposes

- 15 ○ Recognizing the need for all public Federal and tribal transportation facilities to be
- 16 treated under uniform policies similar to the policies that apply to Federal-aid
- 17 highways and other public transportation facilities, the Secretary of Transportation, in
- 18 collaboration with the Secretaries of the appropriate Federal land management
- 19 agencies, shall coordinate a uniform policy for all public Federal and tribal
- 20 transportation facilities that shall apply to Federal lands transportation facilities, tribal
- 21 transportation facilities, and Federal lands access transportation facilities.

- 22 • Requirements [23 USC §201 Federal lands and tribal transportation programs](#)

- 23 ○ Federal Law (23 USC 201) requires tribal transportation planning to be consistent
- 24 with statewide and metropolitan planning according to rules developed by FHWA. As
- 25 of 2015, FHWA has not developed these rules.
- 26 ○ Washington State tribes develop management plans that include transportation
- 27 elements
- 28 ○ For more information on tribal transportation planning, see
- 29 <http://www.wsdot.wa.gov/planning/Tribal/>

- 30 • Funding

- Once the Federal Highway Administration promulgates rules or issues guidance, Tribes may become eligible to receive federal (FHWA) funds to develop transportation plans as per [23 USC §201 Federal lands and tribal transportation programs.](#)
- Connection to the “Plan”
  - Transportation planning procedures for the tribal transportation program (TTP) must be consistent with Statewide and Metropolitan planning processes.
  - Regionally significant TTP projects must be developed in cooperation with State and metropolitan planning organizations and included in Tribal transportation plans, Federal lands transportation plans Federal lands access program plans, State and metropolitan plans, and transportation improvement programs.

## **Federal Land Management Transportation Plans**

- Current Plan
  - Umbrella plan and templates for agency-specific plans are being developed
- Plan Purposes
  - Identify the condition and future needs of the National Highway System which was expanded to include some roads on federal lands
- Requirements
  - Federal Law (23 USC 201) requires federal land management transportation planning to be consistent with statewide and metropolitan planning according to rules developed by FHWA. As of 2015, FHWA has not developed these rules.
- Funding
  - Agencies can receive federal (FHWA) funds to develop their plans
- Connection to the “Plan”
  - The 5 agencies in Washington State than manage federal lands are the U.S. Forest Service, the Bureau of Land Management, the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the National Park Service. WSDOT consults with these agencies by:
    - Participating in the Federal Lands Collaborative Long Range Transportation Planning Assistance and Pacific Northwest Pilot core team. This team is developing an umbrella plan and templates for each agency to use to develop

1                   their own transportation plans. The plan templates are scheduled to be  
2                   complete in 2016.

- 3                   ▪ WSDOT's role is providing transportation planning advice, providing  
4                   transportation data, sharing information, and receiving feedback on WSDOT's  
5                   proposed plans.
- 6                   ▪ The core team is developing processes for continued collaboration and  
7                   consultation between the Federal Land Management Agencies, WSDOT,  
8                   Oregon Department of Transportation, and the Western Federal Lands  
9                   Highway Division of the FHWA.

## 10   **Metropolitan Transportation Plans (MPO Plans)**

- 11   • Current Plans
  - 12       ○ Each MPO has a plan. Plans can be found at each MPO's website listed on  
13       [WSDOT's directory](#).
- 14   • Summary of Key Findings
  - 15       ○ These are gathered each year by the Washington State Transportation  
16       Commission as part of their [Annual Report](#). These will be included in the  
17       appendix.
- 18   • Scheduled Updates
  - 19       ○ Varies from every 4 years to every 5 years depending on the MPO's air quality  
20       attainment status.
- 21   • Plan Purposes
  - 22       ○ The plan purposes are similar to the WTP- "Plan" in that they must include the  
23       current condition and 20-year forecasted needs of the surface transportation  
24       system within the MPO boundaries.
- 25   • Major Requirements
  - 26       ○ [US 23 §134. Metropolitan transportation planning](#)
  - 27       ○ [23 CFR Part 450. Planning Assistance and Standards](#)
  - 28       ○ [23 CFR Part 500. Management and Monitoring Systems](#)
  - 29       ○ [49 CFR Part 613. Planning Assistance and Standards](#)
  - 30       ○ [Americans with Disabilities Act](#)
  - 31       ○ [Title VI of the Civil Rights Act of 1964](#)



- [Presidential Executive Order 13166 Improving Access to Services for Persons With Limited English Proficiency](#)
- [Environmental Justice Department of Transportation Order 5610.2\(a\)](#)
- [FTA Circular C 4702.1 B Title VI Requirements and Guidelines for Federal Transit Administration Recipients](#)
- [FTA Circular C 4703.1 Environmental Justice Policy Guidance for Federal Transit Administration Recipients](#)
- Funding
  - MPOs develop this plan with federal and state funds at approximately a 30/70 match. This means each MPO pays for plan development with non-federal funds and then is reimbursed by FHWA and FTA for 30% of the total.
  - Each MPO is eligible to be reimbursed by FHWA and FTA under the following conditions:
    - MPO has a work plan approved by FHWA and FTA
    - MPO submits “self-certification” to FHWA and FTA that the plan was developed in accordance with federal laws, FHWA rules, and FTA rules in effect at the time of plan adoption. If FHWA and FTA agree with this self-certification, then the agencies can approve the Metropolitan Transportation Improvement Program (TIP).
- Connection to the “Plan”
  - Each Metropolitan Planning Organization (MPO) must develop this plan either every 4 years or every 5 years, depending on air quality attainment status, as a condition for receiving federal surface transportation funds for planning, scoping, designing, constructing, operating, and maintaining the National Highway System and Transit systems within the metropolitan area as per 23 USC Sec 134.
  - This plan is considered part of the federally-required “metropolitan transportation planning process”
  - MPOs conduct their metropolitan transportation planning process according to rules and guidance issued by two federal US Department of Transportation Agencies, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)
  - MPOs must submit documentation that they followed the rules and guidance (self-certification) to FHWA and FTA every year

- If FHWA and FTA agrees that the MPO followed the rules and guidance, the agencies can approve the MPO's Transportation Improvement Program

### **Regional Transportation Plans (RTPO Plans)**

- Current Plan
  - Each RTPO has a plan. Plans can be found at each RTPO's website listed on [WSDOT's directory](#).
- Summary of Key Findings
  - These are gathered each year by the Washington State Transportation Commission as part of their [Annual Report](#). Findings in place at the time of the WTP 2035-Phase 2 adoption will be included in the appendix.
- Plan Purposes
  - Identify existing or planned transportation facilities, services, and programs, including but not limited to major roadways including state highways and regional arterials, transit and non-motorized services and facilities, multimodal and intermodal facilities, marine ports and airports, railroads, and noncapital programs including transportation demand management that should function as an integrated regional transportation system
  - Establish levels of service standards for state highways and state ferry routes, except those considered transportation facilities of statewide significance
  - Address concurrency strategies required under RCW 36.70A.070 (transportation elements of the local comprehensive plan)
- Requirements
  - [RCW 47.08.030. Regional transportation plan – Contents, review, use.](#)
  - [Chapter 468-86 WAC. RTPO Planning Standards and Guidance.](#)
- Funding
  - RTPOs use state funds, primarily from the state gas tax, to develop plans
- Connection to the "Plan"
  - The Washington State Legislature authorized counties to form RTPOs in order to coordinate local land use planning with regional transportation services in chapter 47.80 RCW.
  - Each Regional Transportation Planning Organization (RTPO) must periodically develop a regional transportation plan that identifies existing or planned

1 transportation facilities, services, and programs, including but not limited to major  
2 roadways including state highways and regional arterials, transit and non-  
3 motorized services and facilities, multimodal and intermodal facilities, marine  
4 ports and airports, railroads, and noncapital programs including transportation  
5 demand management that should function as an integrated regional  
6 transportation system.

- 7 ○ Each regional transportation plan must be consistent with countywide planning
- 8 policies and with state transportation plans
- 9 ○ RTPOs receive state transportation funds to develop this plan. They do not
- 10 receive FHWA planning funds and are not subject to federal planning
- 11 requirements.

## 12 **Transportation elements of local comprehensive plans**

13 Each local government that is required or elects to plan under the Growth Management Act  
14 must develop and update a comprehensive plan. One required element of this  
15 comprehensive plan is the transportation element. The level of detail for each element  
16 varies depending on the size and budget of the local government.

- 17 • Purposes
  - 18 ○ Implement the land use element of the comprehensive plan
  - 19 ○ Inventory the air, water, and ground transportation facilities and services and
  - 20 include regionally-coordinated level of service standards
  - 21 ○ Describe the current and future needs and funding
- 22 • Requirements
  - 23 ○ [RCW 36.70A.070 Comprehensive plans—Mandatory elements](#)
- 24 • Connection to the “Plan”
  - 25 ○ The Washington State Legislature required certain counties and cities to plan for
  - 26 current and future growth in local comprehensive plan, as per Chapter 36.70A
  - 27 RCW.
  - 28 ○ Each comprehensive plan must include a transportation element that is
  - 29 consistent with the plan’s land use element
  - 30 ○ The transportation element must include:
    - 31 ■ Land use assumptions
    - 32 ■ Estimated traffic impacts

- Facilities and services needed
- Financing analysis
- Intergovernmental coordination efforts
- Demand-management strategies
- Pedestrian and bicycle component
- The transportation element must be consistent with the RTPO Regional Transportation Plan

## Six-Year Transit Plans

- Current Plan
  - There are 31 transit districts each have a plan
  - Districts are classified as rural, small urban, and urban and plans vary depending on size, services, and budget
- Summary of Key Measures from the [Washington State 2014 Summary of Public Transportation](#)
  - 83.8% of the state's population lives within the boundaries of a transit district.
  - The Americans with Disabilities Act (ADA) requires transit agencies to provide paratransit services (demand response) to individuals that cannot use fixed route service because of a functional disability. This service is not required if the transit system provides fixed route deviated services.
  - Voters in Grays Harbor County and Okanogan County both approved an increase in a local sales and use tax to fund public transportation
  - Skagit County, Sound Transit, and Ellensburg are all seeking to create or expand their respective transit districts
  - Total expenditures (of which Operating is the largest) = \$2,469,154,950
  - Total revenues (of which local sources is the largest) = \$ 2,501,117,450
- Plan Purposes
  - The six-year plan for each municipality and regional transit authority shall specifically set forth those projects of regional significance for inclusion in the transportation improvement program within that region.
- Requirements
  - [RCW 35.58.2795 Public transportation systems – Six-year transit plans](#)
- Connection to the "Plan"

- The Washington State Legislature requires each municipality and each regional transit authority to prepare a six-year transit development plan.
- This plan shall be consistent with local governments' comprehensive plans.
- The plan shall consider the policy recommendations affecting public transportation contained in the state transportation plan approved by the State Transportation Commission (WTP 2035-Phase 1).

## **Regional Transit Authority Maintenance and Preservation Management Plan**

State law allows two or more contiguous counties each having a population of 400,000 to establish a regional transit authority to develop and operate a high capacity transportation system. Sound Transit is the state's only regional transit authority. It operates Sounder commuter rail and the Link light rail.

- Current Plan
  - [Sound Transit Long-Range Plan adopted December 18, 2014](#)
- Summary of Key Findings
  - Keep expanding high-capacity transit, especially light rail
  - Build the system faster than currently planned
  - The system should be easy to use
  - Transit should be fast, reliable and frequent - by separating it from vehicle traffic

- Plan Purposes
  - Inventory of all transportation system assets
  - Describe how assets will be preserved based on lowest life-cycle cost methodologies
  - Provide a public high capacity transit system that helps ensure long-term mobility, connectivity and convenience
  - Strengthen communities' use of the regional transit system
  - Create a financially feasible system
  - Improve the economic vitality of the region
  - Preserve and promote a healthy and sustainable environment
- Requirements
  - [Chapter 81.112 RCW Regional Transit Authorities](#)
- Funding
  - State funding is available if the plan is certified by WSDOT
- Connection to the “Plan”
  - Sound Transit is the state’s only regional transit authority
  - Serves as the basis for where mass transit should expand in the urban growth areas of King, Snohomish, and Pierce counties after the current set of projects funded through Sound Transit 2 are complete in 2023.

## Transportation Reports Reviewed

### [2015 Annual Report – Washington State Transportation Commission](#)

Each RTPO and MPO submitted Regional Priorities for the 2015 annual report. All regions report a need for increased funding for preservation and maintenance because the needs exceed available funding. Region specific concerns are further summarized as follows:

#### [Benton-Franklin Council of Governments](#)

This is the MPO for the urbanized areas (Tri-Cities) and the RTPO for non-urbanized areas in Benton and Franklin counties. Concerns in the Tri-Cities focus on preservation and responding to population growth. Concerns in the rural areas include enhancing communities’ health and

the economies. Transportation issues include improving freight routes to all weather road status; improving multimodal facilities; and accommodating tourism and trade.

### [Chelan-Douglas Transportation Council](#)

This is the MPO that includes all of Chelan and Douglas counties. The council also serves as the RTPO for the two counties. Concerns in the Wenatchee area include freight movement that supports the area's agricultural industries and access for tourists. Area priorities include obtaining sustainable funding sources; constructing another bridge across either the Columbia River or the Wenatchee River; obtaining railroad grade separation; constructing additional passing lanes; and funding Complete Streets projects.

### [Northeast Washington Regional Transportation Planning Organization](#)

This is the RTPO for Ferry, Pend Oreille, and Stevens counties. There is no MPO in any of these counties. Area priorities include improving pedestrian safety through installing new sidewalks and paths.

### [Palouse Regional Transportation Planning Organization](#)

This is the RTPO for Asotin, Columbia, Garfield, and Whitman counties. There is no MPO in any of these counties. Area priorities include implementing a Safe Routes to School program and developing policies for Complete Streets. Of particular concern is the planned 14-week closure of the Columbia-Snake River System for repair of navigation locks starting in December 2016.

### [Peninsula Regional Transportation Planning Organization](#)

This is the RTPO for Clallam, Jefferson, Kitsap, and Mason counties. There is no MPO in any of these counties. Area priorities include congestion relief in Gorst and Belfair; improved connections at ferry terminals; increasing mobility on State Route 104 at the Hood Canal Bridge; and improving rural transit service.

### [Puget Sound Regional Council](#)

This is the MPO that includes all of King, Pierce, Snohomish, and Kitsap counties. The council also serves as the RTPO for these counties. The Central Puget Sound is home to 50% of the

1 state's population and has added 250,000 new jobs since 2010. This growth has resulted in  
2 traffic congestion. There are over 500 active transportation projects in the region that are part of  
3 a three-year \$6.4 billion investment program.

#### 4 **Quad County Regional Transportation Planning Organization**

5 This is the RTPRO for Adams, Grant, Kittitas, and Lincoln counties. There is no MPO in the  
6 region. Concerns in the region include improvements of the safety performance of two-lane  
7 roads and of I-90. The interstate is the major connecting transportation facility to and from the  
8 region. Additional concerns will be identified in the upcoming Regional Transportation Plan  
9 update.

#### 10 **Southwest Washington Regional Transportation Council**

11 This is the MPO that includes all of Clark County. The council also serves as the RTPRO for  
12 Clark, Skamania, and Klickitat counties. Concerns in this region include the connection and  
13 separation of truck, rail, and river freight movement; The Vancouver area concerns include  
14 population growth, particularly in the suburbs, and access across the Columbia River. The  
15 council collaborates with the adjacent Portland, Oregon area MPO to address accommodating  
16 commuters that live in one state and work in the other.

#### 17 **Skagit Council of Governments**

18 This is the MPO that includes all of Skagit County. The COG also serves as the RTPRO for  
19 Skagit County. Concerns in this region include preservation and maintenance of roads, transit,  
20 rail, and the ferry system. The region is identifying priorities for railroad grade separation.

#### 21 **Cowlitz-Wahkiakum Council of Governments**

22 This is the MPO for urbanized areas in Cowlitz County (Longview and Kelso) and the RTPRO for  
23 Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum counties. Four emphasis areas – Freight  
24 Transportation, Roadways, Public Transportation, and Active Transportation – provide focus to  
25 analyze the regional transportation gaps and needs, and the development of next steps to  
26 support and build upon RTP goals. Other common regional issues include bridge performance,  
27 safety, funding structures, and economic vitality.



## Spokane Regional Transportation Council

This is the MPO that includes all of Spokane County. The council also serves as the RTPO for Spokane County. Concerns in this county include completing the North-South Freeway; separating railroads from roads; constructing electric bus service to connect downtown Spokane to Spokane Community College; improving bicycle and pedestrian access through targeted marketing; implementing a new Safe Routes to School Program; and preserving and maintaining pavement and bridges.

## Thurston Regional Planning Council

This is the MPO that includes all of Thurston County. The council also serves as the RTPO for Thurston County. Concerns in this county include economic development; improving the safety performance on rural two-lane roads; improving mobility and access in and to urban areas; achieving carbon-neutral communities; preserving resource lands and water quality; and securing funding to improve mobility on the I-5 corridor between Tumwater and Seattle.

## Walla Walla Valley MPO and Walla Walla Sub-RTPO

This is the bi-state MPO for urbanized areas in Walla Walla County and Umatilla County in Oregon and the RTPO for Walla Walla County in Washington per agreement with the Benton Franklin Council of Governments. The MPO will adopt its first transportation plan in March 2016. Concerns for this region include maintaining walkable communities with adequate transit service.

## Whatcom Council of Governments

This is the MPO that includes all of Whatcom County. It also serves as the RTPO for Whatcom County. Concerns in this county include maintaining security and freight mobility at the five US/Canadian border crossings. The COG leads the International Mobility and Trade Corridor Program to address the border crossings issues. Other issues include maintaining the County Connector regional bus service; and continuing Smart Trips - the partnership between local governments, public agencies, employers, and schools that promotes transportation by walking, biking, sharing rides, and riding the bus.

## Yakima Valley Conference of Governments

This is the MPO for the greater Yakima area and the RTPPO for Yakima County. Concerns for the county include maintaining the Yakima-Ellensburg Commuter bus; and securing funding to implement Complete Streets programs.

## Washington State Electric Vehicle Action Plan: 2015-2020

This WSDOT plan describes the current conditions, challenges, and 13 action items to reach the state's goal of increasing the number of plug-in vehicles in Washington from 10,000 in 2014 to 50,000 by 2020. The action items are:

1. Renew the sales and use tax exemption for the purchase or lease of Clean Cars
2. Transform public and private fleets
3. Conduct public education and outreach to increase consumer awareness and demand
4. Provide more electric vehicle (EV) charging signage to increase public awareness of availability
5. Explore providing other incentives to increase use of electric vehicles
6. Complete the build-out of Washington's fast charging network along highways
7. Explore funding mechanisms and business models to bolster installation of electric vehicle supply equipment (EVSE)
8. Support workplace charging
9. Address building codes, policy, and zoning barriers to EV infrastructure
10. Engage utilities
11. Require future state-supported DC fast charging stations to serve more vehicles
12. Support and participate in regional partnerships to advance EVs
13. Track and participate in national EV efforts

## **Key Issues from Surveys**

Voice of Washington State Survey (VOWS) is a survey panel that is maintained by the Transportation Commission. WSDOT partnered with the Commission to jointly develop the 2015 survey.

The purposes of the survey were to:

Total number of surveys sent:  
30,631

Total number of completed  
surveys: 7,524

- 1 • Gauge attitudes and priorities
- 2 • Introduce Phase 2
- 3 • Include questions from past surveys to track trends

4 Results of the Survey:

- 5 • 78% Favored retaining the Phase 1 Vision Statement
- 6 • Grades are progressively getting worse since 2012
- 7 • Mobility top policy goal for Phase 2 to focus on

8 Top Transportation Issues:

- 9 • Traffic/Congestion
- 10 • Public/Mass Transportation
- 11 • Rail
- 12 • Streets/Roads
- 13 • Growth and Development
- 14 • Infrastructure

15 Grades:

- 16 • Funding Fairness D+
- 17 • State System C-
- 18 • Local System C-

## 1 **Conclusion**

2 This memo was drafted in December 2015 and will be updated as new information becomes  
3 available.

4 For a detailed crosswalk that shows how each of the approximately 144 requirements is  
5 addressed in the “Plan” – see the statewide transportation planning self-certification that  
6 required by FHWA and FTA as per 23 CFR 450.218. This crosswalk will be available after  
7 Phase 2 is adopted.

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## Appendices

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# Resources

## Centennial Accord

- a. The State of Washington and federally recognized tribes in Washington entered into an Accord on August 4, 1989 that established the framework for a government-to-government relationship. Each State agency directors, including the Secretary of Transportation, established a documented plan to implement the Centennial Accord.
  - i. WSDOT also follows the Consultation Protocol for Policy & Statewide Issues and a Secretary Executive Order on Tribal Consultation (E 1025.01) For more information see <http://www.wsdot.wa.gov/tribal/>

## Nondiscrimination

- b. Americans with Disabilities Act of 1990 requires recipients of federal funds to provide equal access in its programs, services, and activities for persons with disabilities. WSDOT's plan to comply with ADA can be found in the Secretary's Executive Order: E 1069.01. [http://www.wsdot.wa.gov/NR/rdonlyres/EA8B0C20-F4E8-4125-9978-D9B771E4A2F5/0/SEO\\_106901.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/EA8B0C20-F4E8-4125-9978-D9B771E4A2F5/0/SEO_106901.pdf)
- c. Presidential Executive Order # 13166: Improving Access To Services For Persons With Limited English Proficiency (LEP). This requires federal agencies to ensure that recipients of federal financial assistance (WSDOT) provide meaningful access to their Limited-English-Proficiency applicants and beneficiaries.
  - i. FHWA and FTA requires WSDOT to develop and follow an LEP Plan which can be found at [http://www.wsdot.wa.gov/NR/rdonlyres/B7E31456-9475-4DA0-BF64-D39BB28D8FE/0/LEPPlanandImplementationGuide\\_20111130Nov\\_.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/B7E31456-9475-4DA0-BF64-D39BB28D8FE/0/LEPPlanandImplementationGuide_20111130Nov_.pdf)
- d. Title VI of the Civil Rights Act of 1964 which prohibits discrimination on the based upon race, color, or national origin.
  - ii. FHWA requires recipients of federal funds (WSDOT) to develop a Title VI Plan and submit accomplishment reports

- iii. FTA requires recipients of federal funds (WSDOT) to develop a Title VI Plan and submit accomplishment reports –these requirements and reports are different from those required by FHWA
- e. Presidential Executive Order # 12898: Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. This requires federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations.
- iv. FHWA requires recipients of federal funds (WSDOT) to develop EJ strategies and follow them during development of the long-range statewide transportation plan.
- v. FTA requires recipients of federal funds (WSDOT) to develop EJ strategies and follow them during development of the long-range statewide transportation plan– these strategies are different from those required by FHWA
- vi. See <http://www.wsdot.wa.gov/environment/ej/envirojustice.htm> for more information.

## **Governor's Executive Order 14-04: Washington Carbon Pollution Reduction and Clean Energy Action**

Specifies that WSDOT develops the federally-compliant long-range statewide transportation plan with a renewed focus on transportation strategies to increase efficiency and reduce costs and greenhouse gas emissions. For more information see <http://www.governor.wa.gov/office-governor/official-actions/executive-orders>

## **WSDOT Strategic Plan: Results WSDOT**

Identifies 6 goals for WSDOT to implement to achieve the department's vision, mission, and values:

- a. Goal 1 Strategic Investments: *Effectively manage system assets and multimodal investments on corridors to enhance economic vitality*

- b. Goal 2 Modal Integration: *Optimize existing system capacity through better interconnectivity of all transportation modes*
- c. Goal 3 Environmental Stewardship: *Promote sustainable practices to reduce greenhouse gas emissions and protect natural habitat and water quality*
- a. Goal 4 Organizational Strength: *Support a culture of multi-disciplinary teams, innovation and people development through training, continuous improvement and Lean efforts*
- b. Goal 5 Community Engagement: *Strengthen partnerships to increase credibility, drive priorities and inform decision making*
- c. Goal 6 Smart Technology: *Improve information system efficiency to users and enhance service delivery by expanding the use of technology*

## **Stewardship and Oversight Agreement on Project Assumption and Program Oversight by and between FHWA and WSDOT**

Includes the provision that WSDOT will prepare and submit the long-range statewide transportation plan to the FHWA Division as needed and that FHWA will review and comment on the plan. See <http://www.wsdot.wa.gov/NR/rdonlyres/B4C90CCE-2585-426F-A518-1352CE8814A9/0/2015FHWAStewardshipAgreement.pdf>

## **WSDOT's Strategic Planning and Research (SPR) 2015-2017 Biennium Work Program**

The SPR meets federal requirements for WSDOT to have a work program to remain eligible to receive and use federal transportation planning and research funds. It includes the commitment that WSDOT will develop the "Plan" by December 2017 as the federally-compliant long-range statewide transportation plan to meet the requirements in 23 CFR Parts 450 and 500 and 40 CFR Part 613 dated February 14, 2007. See [http://www.wsdot.wa.gov/NR/rdonlyres/97CE524C-D71B-4480-883B-1CB1360F32FD/0/2015\\_Strategic\\_Plan\\_and\\_Research.pdf](http://www.wsdot.wa.gov/NR/rdonlyres/97CE524C-D71B-4480-883B-1CB1360F32FD/0/2015_Strategic_Plan_and_Research.pdf)



## **Washington State Transportation Budget**

This biennial budget is a separate state budget that appropriates state and federal transportation funds to state agencies. This budget can also require agencies to develop specific plans, studies, and projects.

## **Federal Surface Transportation Act**

This federal law funds the states' surface transportation programs, which includes development of the long-range statewide transportation plan. In order for WSDOT to spend these funds it must have an FHWA-approved SPR (#6) and appropriation in the state transportation budget (#7). Each act amends federal laws in Title 23 – Highways and Title 49 – Transportation. FHWA issues rules to implement the federal laws in the Code of Federal Regulations.

Since this plan will be adopted in December 2017, it is required to meet the SAFETEA-LU rules from February 14, 2007.

## **Washington State Transportation System Policy Goals (RCW 47.04.280)**

- Apply to all agencies that accept state funds (WSDOT, Transportation Commission, RTPOs, and Transit Agencies)
- Were established by the Washington State Legislature, are not prioritized, and require that “State investments in transportation should support the achievement of:
  - (a) Economic vitality: To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
  - (b) Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
  - (c) Safety: To provide for and improve the safety and security of transportation customers and the transportation system;

1 (d) Mobility: To improve the predictable movement of goods and people  
2 throughout Washington state, including congestion relief and improved freight  
3 mobility;

4 (e) Environment: To enhance Washington's quality of life through transportation  
5 investments that promote energy conservation, enhance healthy communities,  
6 and protect the environment; and

7 (f) Stewardship: To continuously improve the quality, effectiveness, and  
8 efficiency of the transportation system.

### 9 **Federal Planning Factors (23 USC Sec 135)**

- 10 • Apply to all agencies that accept federal funds (WSDOT, MPOs, Transit  
11 Agencies, Tribes, Federal Lands Management Agencies)  
12
- 13 • Each State shall carry out a statewide transportation planning process that  
14 provides for consideration and implementation of projects, strategies, and  
15 services that will-

16 (A) Support the economic vitality of the United States, the States,  
17 nonmetropolitan areas, and metropolitan areas, especially by enabling global  
18 competitiveness, productivity, and efficiency;

19 (B) Increase the safety of the transportation system for motorized and  
20 nonmotorized users;

21 (C) Increase the security of the transportation system for motorized and  
22 nonmotorized users;

23 (D) Increase the accessibility and mobility of people and freight;

24 (E) Protect and enhance the environment, promote energy conservation, improve  
25 the quality of life, and promote consistency between transportation improvements  
26 and State and local planned growth and economic development patterns;

(F) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;

(G) Promote efficient system management and operation;

(H) Emphasize the preservation of the existing transportation system; and

(I) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(J) Enhance travel and tourism.

## **National Goals (23 USC Sec 150)**

- Apply to all agencies that accept federal funds (WSDOT, MPOs, Transit Agencies, Tribes, Federal Lands Management Agencies)
- National Goals.-It is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

(1) Safety.-To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

(2) Infrastructure condition.-To maintain the highway infrastructure asset system in a state of good repair.

(3) Congestion reduction.-To achieve a significant reduction in congestion on the National Highway System.

(4) System reliability.-To improve the efficiency of the surface transportation system.

(5) Freight movement and economic vitality.-To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

(6) Environmental sustainability.-To enhance the performance of the transportation system while protecting and enhancing the natural environment.

1 (7) Reduced project delivery delays.-To reduce project costs, promote jobs and  
2 the economy, and expedite the movement of people and goods by accelerating  
3 project completion through eliminating delays in the project development and  
4 delivery process, including reducing regulatory burdens and improving agencies'  
5 work practices.

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## Further Information by Topic

Topic	Source	Title	Website
State Information: Transportation Budget, Taxes, Agencies, Jurisdictions, Modes, Planning, & Glossary	Washington State Legislature Joint Transportation Committee	<i>Transportation Resource Manual January 2015 Update</i>	<a href="http://leg.wa.gov/JTC/trm/Pages/TRM2015.aspx">http://leg.wa.gov/JTC/ trm/Pages/TRM2015. aspx</a>
Federal Rules (CFRs)	U.S. Government Publishing Office	<i>Electronic Code of Federal Regulations</i>	<a href="http://www.ecfr.gov/cgi-bin/ECFR?page=browse">http://www.ecfr.gov/cgi- bin/ECFR?page=brow se</a>
Federal Laws (US Code)	Office of the Law Revision Counsel	<i>United States Code</i>	<a href="http://uscode.house.gov/">http://uscode.house.g ov/</a>
State Laws (RCW) and Rules (WAC)	Washington State Legislature	<i>Office of the Code Reviser</i>	<a href="http://leg.wa.gov/Codereviser/Pages/default.aspx">http://leg.wa.gov/Cod eReviser/Pages/defau lt.aspx</a>
State Budgets	Washington State Legislative Evaluation & Accountability Program Committee	<i>Senate and House Budget and Funding Proposals</i>	<a href="http://leap.leg.wa.gov/leap/archives/index_budgetsp.asp">http://leap.leg.wa.gov/ leap/archives/index_b udgetsp.asp</a>
FTA Requirements	U.S. Department of Transportation Federal Transit Administration	<i>FTA Circulars</i>	<a href="http://www.fta.dot.gov/about/13716.htm">http://www.fta.dot.gov/ about/13716.htm</a>
FHWA Requirements and Guidance	The Federal-Aid Highway Program Policy & Guidance Center	<i>Statewide Planning</i>	<a href="http://www.fhwa.dot.gov/pgc/index.cfm?ddisc=95&amp;dsub=1246">http://www.fhwa.dot.g ov/pgc/index.cfm?ddis c=95&amp;dsub=1246</a>
State Requirement	Washington Governor	<i>Executive Order 14-</i>	<a href="http://www.governor.wa.gov">http://www.governor.w</a>

	Jay Inslee	<i>04 WASHINGTON CARBON POLLUTION REDUCTION AND CLEAN ENERGY ACTION</i>	<a href="http://a.gov/office-governor/official-actions/executive-orders">a.gov/office-governor/official-actions/executive-orders</a>
Tribal Information	Governor's Office of Indian Affairs	<i>Washington State Tribal Directory</i>	<a href="http://www.goia.wa.gov/">http://www.goia.wa.gov/</a>
FHWA Requirements	U.S. Department of Transportation Federal Highway Administration, Office of Planning, Environment, & Realty	<i>Environmental Justice</i>	<a href="http://www.fhwa.dot.gov/environment/environmental_justice/">http://www.fhwa.dot.gov/environment/environmental_justice/</a>
FHWA Requirements	U.S. Department of Transportation Federal Highway Administration,	<i>Civil Rights</i>	<a href="http://www.fhwa.dot.gov/civilrights/programs/tvi.cfm">http://www.fhwa.dot.gov/civilrights/programs/tvi.cfm</a>
FHWA Guidance	Office of Planning, Environment, & Realty,	<i>Planning Glossary</i>	<a href="http://www.fhwa.dot.gov/planning/glossary/">http://www.fhwa.dot.gov/planning/glossary/</a>
State Information	Office of Financial Management	<i>Washington State Data Book</i>	<a href="http://www.ofm.wa.gov/databook/default.asp">http://www.ofm.wa.gov/databook/default.asp</a>
Statewide Transportation Policy Plan	Washington State Transportation Commission	<i>WTP 2035</i>	<a href="http://wtp2035.com/">http://wtp2035.com/</a>

Statewide Surveys	Washington State Transportation Commission	<i>Voice of Washington State &amp; Ferry Riders Opinion Group</i>	<a href="http://wstc.wa.gov/">http://wstc.wa.gov/</a>
Local Government Resource Website	MRSC	<i>Planning; Transportation</i>	<a href="http://mrsc.org/Home.aspx">http://mrsc.org/Home.aspx</a>
WSDOT Planning	Washington State Department of Transportation	<i>Multimodal Transportation Planning</i>	<a href="http://www.wsdot.wa.gov/planning/">http://www.wsdot.wa.gov/planning/</a>
County Road & Ferry Data	County Road Administration Board (CRAB)	<i>Homepage</i>	<a href="http://www.crab.wa.gov/">http://www.crab.wa.gov/</a>
Driver & Vehicle Information	Department of Licensing	<i>Homepage</i>	<a href="http://www.dol.wa.gov">www.dol.wa.gov</a>
Designates and administers freight mobility grants on strategic freight corridors (T1-T5)	Freight Mobility Strategic Investment Board (FMSIB)	<i>Homepage</i>	<a href="http://www.fmsib.wa.gov">www.fmsib.wa.gov</a>

Administers grants to cities and counties	Transportation Improvement Board (TIB)	<i>Homepage</i>	<a href="http://www.tib.wa.gov">www.tib.wa.gov</a>
Develops Strategic Highway Safety Plan (Target Zero) and collects traffic safety data	Traffic Safety Commission (WTSC)	<i>Homepage</i>	<a href="http://www.wtsc.wa.gov">www.wtsc.wa.gov</a>
Regulates some transportation service rates (not tolls or ferry fares) and responsible for rail safety	Utilities and Transportation Commission (UTC)	<i>Homepage</i>	<a href="http://www.wutc.wa.gov">www.wutc.wa.gov</a>
Traffic Enforcement, Collision data	Washington State Patrol (WSP)	<i>Homepage</i>	<a href="http://www.wsp.wa.gov">www.wsp.wa.gov</a>